

MOTORCYCLE NOTES

Today the Maryland Motor Cycle Club of Baltimore will join with the Washington Motor Cycle Club in a big picnic and base ball game at Seneca, on the upper Potomac. Refreshments and "eats" will be furnished by Howard A. French and a big time is planned. Later in the month the two clubs will hold a run to Solomons Island, starting from Baltimore via Annapolis.

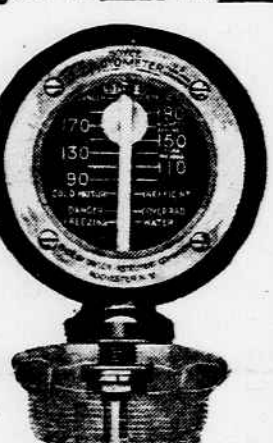
Although the skies were cloudy last Sunday, George T. Cochrane, Arthur and J. McL. Seabrook of the Washington Motor Cycle Club left Washington at 5:40 o'clock in the morning for Atlantic City. Practically the entire route was covered in rain, but no trouble was experienced in muddy roads until the party left Potts Grove. From there until Mays Landing was reached the roads were very wet and in places were muddy. At 4 p.m. Atlantic City was reached, and after storing their motorcycles for the night a warm room was secured, where they dried their clothing. The return trip was made on Monday, Philadelphia being included in the route. During the two days, 410 miles were covered, and without a particle of trouble. The Seabrook brothers were riding tandem on a 1915 three-speed Indian, and Cochrane was also mounted on an Indian of the same model.

Word has reached Washington that the two Willis brothers, who left here April 15 and who are riding 1915 three-speed Indians to the Panama exposition, are marooned in Omaha by very severe tornadoes and rain storms. They state in letters that up until they reached Omaha it had rained every day, and that the roads were in terrible condition and that they were having more of an endurance run than a pleasure trip.

After ten days of mud plugging and all that goes with it, John and Dewitt Willis arrived in Omaha, Neb., the 25th, on their transcontinental motor cycle trip. Word was received from them last week to the effect that they are covering the worst roads under the sun and it is necessary to run from twenty-five to forty miles in either low or intermediate gear in order that they make any headway at all. They also stated that they have ridden in rain every day since they left Washington, but being dived-in-the-wool motor cyclists rain does not put any damper on their ardor.

The local Indian motorcycle distributors report the sale of a 1915 three-speed Big Twin with Indian side car to Gunner Leroy Rood of Indian Head, Md. This outfit was delivered last Wednesday. C. N. Bennett, William A. Moore, A. Ridgeway, W. J. Beard and Dr. J. W. Mankin have also received their 1915 Indians, delivery having been made during the past week. The Washington Gas Light Company had delivered a fifth 1915 Indian.

Boyce MOTO METER



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It absolutely insures the vital part of your car—The Motor—against damage. It does more than "tell the heat of your radiator" for by its use you can tell instantly when the radiator needs water. When the lubricating system needs more oil. When the fan belt breaks or slips. When there is dangerous heat congestion anywhere throughout the car. Rayfield Carburetors, Batavia Tires, J. M. Shock Absorbers, Spanton Horns, Power Gas, Batavia Pure Gum Tubes, Jones Speedometers, Gabriel Snubbers.

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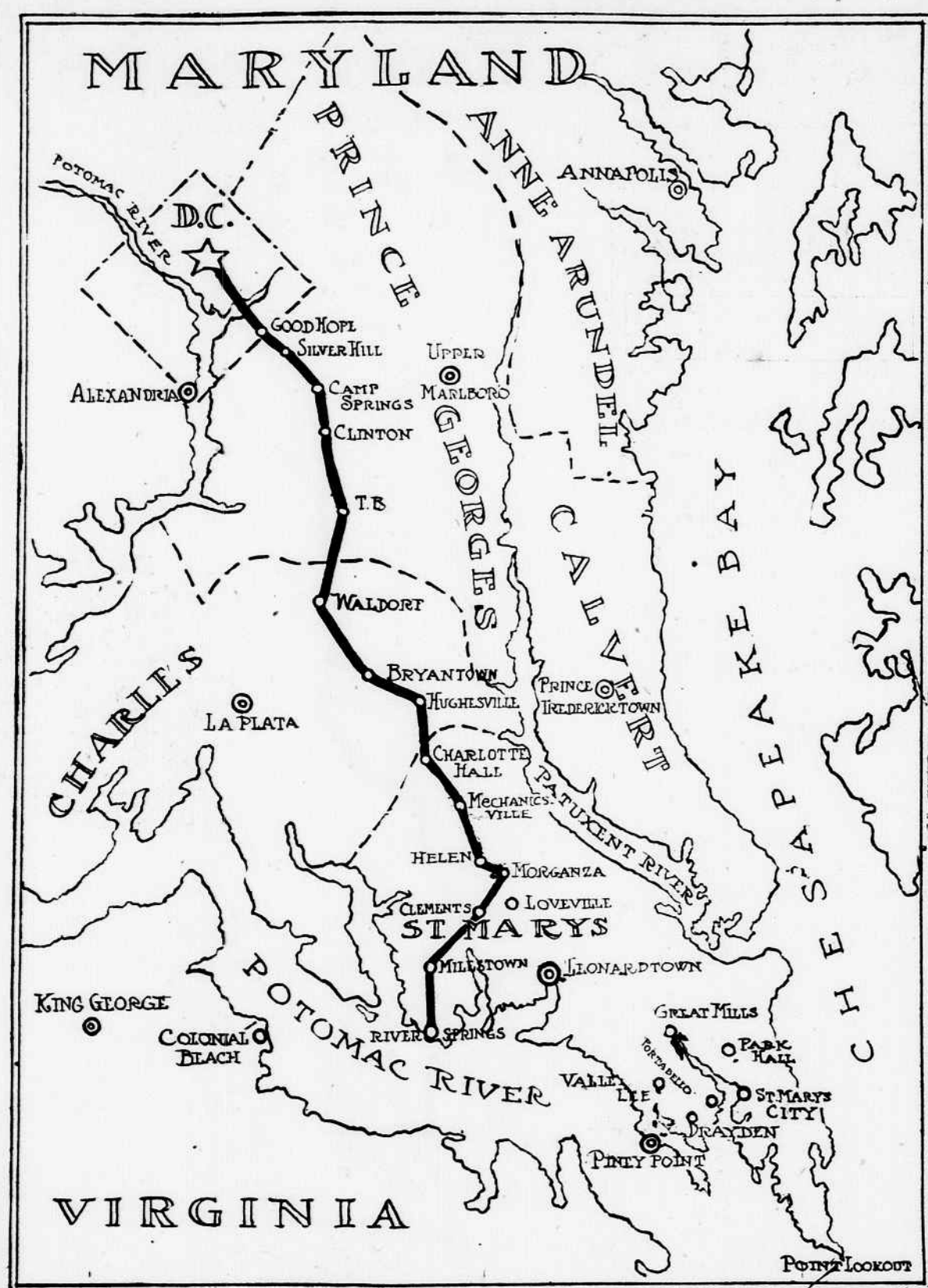
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King Eight, \$1,350.
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MAP OF AUTO ROUTE TO RIVER SPRINGS, MD.



MOTOR CYCLISTS FOR SPA.

3,000 Expected to Attend Second Rally at Saratoga.

Saratoga Springs, N. Y., is again to be the mecca of the motor cyclists of the eastern territory July 3, 4 and 5. It seems probable that there will be at least 3,000 riders of the motor two-wheelers present.

Last year Motorcycle Illustrated arranged for the first rally of this kind at Saratoga, and in spite of rainy weather for practically the entire week preceding the event over 1,200 riders registered at headquarters. Every one left the Spa enthusiastic for a repetition of the program this year, and clubs in all parts of the country are already making arrangements to attend in a body.

Tours are being arranged for the various sections of the eastern tour leaving New York on the morning of Friday, July 2. Riders from Washington, Baltimore and other points in Delaware, Pennsylvania and Maryland will start from their homes in time to join the New York tour.

The Buffalo tour will leave Thursday morning, July 1. Riders from Cleveland, Jamestown and other western and Canadian points will join this tour.

The New England tour will leave Worcester Wednesday evening, June 30, the riders from Providence, Boston and other points in Connecticut, Massachusetts, New Hampshire and Maine gathering at this point. All of the tours will meet at Saratoga the evening of July 2. The program at Saratoga will be interesting, and the races on the Saratoga track promises to be the fastest ever seen in the eastern territory. The feature event will be a 100-mile race.

Auto Trade Announcements.
Paul Smith has been appointed sales manager of the Chalmers organization. Percy Owen, who has held this position for some years, was promoted on the same date to the newly created office of general sales manager. Mr. Owen will co-operate with Lee Olwell, first vice president, and Paul Smith, the new sales manager, in forming the Chalmers council of war.

W. I. Brown, one of the best known sales executives in the automobile industry, has been chosen to fill the newly created position of supervisor of districts for Dodge Brothers. As supervisor of districts, Mr. Brown has direct charge of all district representatives, the allotment of territory to dealers and the distribution of cars.

The Packard Motor Car Company announces the election of Alvan Macaulay, vice president and general manager, to the board of directors. Mr.

LARGE SALE OF FORD CARS.

Over One Hundred and Thirty Cars Delivered During Past Two Weeks.

In the past two weeks over 130 Ford touring cars have been delivered in the National Capital. During the same period twenty-five delivery cars were put into commission by local merchants.

Local deliveries have been made as follows:

Touring—G. Sidney Hill, Charles Gibson, W. F. Dement, C. S. Chambers, Caroline L. Murphy, Dr. Frank Leech, A. W. Parks, M. H. Price, Mrs. Laura O'Neill, Frank H. Wurzbacher, B. Snyder, Mrs. Lowe, J. S. Mason, William A. Moore, J. T. Jackson, W. H. Huntington, E. J. Kelly, Harry Standford, C. W. Bell, Louis Hartig, Sallie V. King, William L. Munger, Jitney Bus Company (ten), Benton L. Andrews, W. C. Painter, J. P. Ketchner, Mrs. Frank Shue, Dr. Lulu F. Waters, Albert Ivan Prose, H. C. Machen (two), William B. Johnson, E. H. Taylor, M. Blackburn, Mrs. Clara B. Burch, Herbert E. Hayes, Thomas E. Bastin, Oscar H. Robey, Carl R. Baidus, M. S. Hinton, Dr. John H. Muller, Dr. Lewis J. Battle, Ringgold Hart, Dudley W. Knox, Dr. F. H. Towner, Frank Slaven, Dr. R. E. Malcolm, E. S. Glascock, G. F. Mickle, George L. Clayton, C. O. Bohrer, S. Vansickle, Charles F. Miller, George Wagenlander, Powell T. Manning, D. Melnick, Charles Wood, Fred A. Esch, M. E. Gregg, James L. Giles, Charles P. Karr, H. A. Farnham, W. J. Sando, H. G. Dyson, M. Ehrhardt, O. B. Jenkins, Mrs. Eva R. March, Mrs. Miriam Larkins, R. Van A. Milk, Charles H. Butler, Harry A. Austin, J. L. Price, W. M. Ricketts, J. H. Carter (two), E. A. Burnap, T. F. Alsop, L. B. Tompkins, W. P. Goehenour, R. A. Donn, H. W. Byers, A. M. Renschel, Mrs. M. Grubb, J. B. Diamond, L. W. DeGast, B. B. Allison, V. C. Bacon, E. S. Halslip, C. E. Hood, M. D. Campbell, A. W. Nalley, William Gass, A. P. Myers, C. W. Owen, L. I. Herrel, G. Walsh, H. Weisbrod, Mrs. Koek, C. V. O'Brien, C. H. Wilburn, B. T. Adams, H. F. Woolnough, V. C. Woodbridge, S. V. Meade, T. L. Bogues, B. H. Foster, J. H. Yawler, L. M. Chandler, L. M. Chalmers, H. Green, J. S. Goodman, C. H. Butler Company, F. M. Owen, McReynolds, E. C. Gillette, Sidney Paige, H. M. Canter, D. Ulman.

Runabouts—Dr. P. S. Madigan, R. Matthews, C. B. Conklin, Edna B. Lewis, L. P. Stewart & Bro., George Howard, F. R. Foster, R. F. Chappelow, Charles Bonini, Clarence Barlow, W. C. Polen, William P. Duval, W. H. Pearson, George E. Ober, John M. Carter, W. C. Elvinger, Dr. C. C. Richardson, Robert P. Acre, Mrs. M. A. Beuchert, W. R. Wood, J. B. Simpson, Frank H. Schaeffer, M. L. Beckner, E. G. Munger, W. H. Brinkley, Charles King & Son, H. S. Miller, J. A. Brown, T. Dixon, L. Gassenheimer, P. T. Millard, A. E. Stern, C. Moreland, J. F. Harding, Delivery wagons—George Wright, Keppeler & Bro., George F. Essex, National Laundry Company, J. George Wright, Joseph Bush, G. W. Estler, I. Sugar, G. Humphries, Merchants' Transfer and Storage Company (4), Chalmers—G. Oppenheimer.

Fickling to Sell Firestones.

Frank G. Fickling has taken a position with the local branch of the Firestone Tire and Rubber Company as pneumatic tire salesman for the city of Washington. Mr. Fickling is one of the best known men engaged in the automobile trade in the National Capital, his experience dating back to the days of the Pope Manufacturing Company. His predecessor, A. J. S. Moore, is looking after the interests of the Speedway Motor Company of Philadelphia.

1915 Reo Deliveries.

During the past week 1915 Reo four-cylinder touring cars were delivered to J. W. McKittrick, P. Hubbard, Mrs. G. M. Campbell, John Abel and Mrs. H. Norton. A six-cylinder touring car of the same make was also delivered to L. L. Greene.

Studebaker Car Deliveries.

Among those who purchased 1915 Studebaker cars during the past few days were John F. Leary, Dr. Thomas Rice, G. E. A. Reed, J. McMahon and Johnny Hayes.

Purchase Saxon "Sixes."

Three Saxon "Six" touring cars were delivered during the past week to H. R. Ehrmontrout, L. Cody Marsh and the Purcellville Improvement Company of Purcellville, Va.

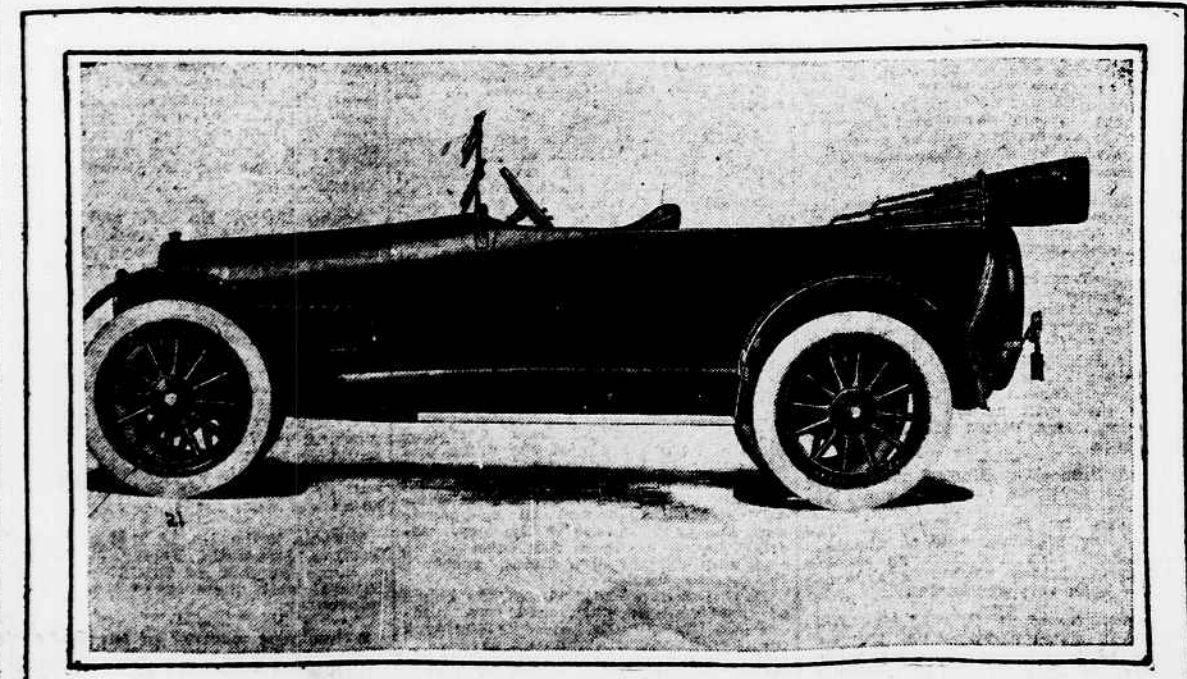
Motoring to Ohio.

Mr. and Mrs. Howard A. Rhine left Friday morning in a Sphinx touring car for Cleveland, Ohio. They expect to be gone several days on the trip.

Two Hudson Deliveries.

The latest purchasers of 1915 Hudson cars include Miss Barbara Wagand, 6-48 roadster, and J. H. Jannet, 6-40 touring car.

STRIKING FEATURES IN NEW 1916 MODEL JUST ANNOUNCED.



The Mitchell car, known as "the six of '16," has many distinguishing features, among which are the long, clean, classy boat line, commodious body, latest improved coil springs, 22-horsepower, 42-hp wheel base, front and rear seats mounted on removable standards, two-unit three-point suspension, 42-horsepower, six-cylinder L-head engine, full seating rear axle, electric lighting and starting system.

D. P. KINGSLEY BECOMES SAFETY FIRST CHIEF

President of a New York Life Insurance Company Accepts Prof-fered Position.

Declares Movement Will Spread From Streets to Factories and Stores.

Darwin P. Kingsley, president of a New York life insurance company, has accepted the presidency of the Safety First Federation of America, and under the by-laws of the organization automatically becomes a member of the executive committee, as well as the board of directors, for the full term of three years.

President Kingsley's acceptance of this honor is a source of great satisfaction to every one identified with the federation.

Mr. Kingsley's Remarks.
In accepting the presidency of the national body to promote public safety Mr. Kingsley said:
"The Safety First Federation of America represents primarily an effort to achieve uniformity of action in the field of public safety through the power of a wider public opinion. The work of the federation will be wholly educational, but that is the only efficient method we have in this country in the achievement of reform. Laws and ordinances are easily obtained when an educated public opinion demands it, and unless such opinion is back of legislation, however excellent its form, it is useless."

"Everybody, for example, needs to be educated as to what they should and should not do on the streets—especially in the larger cities. Street traffic has been revolutionized in twenty years. The old way of crossing the street will no longer do. It is dangerous. A dog no longer runs against or under an automobile as he did when they first appeared. He has changed his whole attitude toward street traffic. The average man has not changed; he still goes wandering across the street as he did when the traffic was wholly made up of horse-drawn vehicles. On the other hand the traffic has grown aggressive and careless. The power that lies in the gasoline has, as it were, crept into the brains of the auto drivers. How brutal and offensive some of them can be was shown recently when many of the traffic police were on parade, leaving the crossings unguarded. The streets of New York approached pandemonium in an hour."

Safety Everywhere.

"Safety first in street traffic regulation is only one of our objects. We look to the greatest development in the direction of co-operation with the existing machinery, which is to be found throughout the country in the local safety first organizations or public safety committees of boards of trade, chambers of commerce, automobile clubs and kindred bodies interested in public welfare, which necessity and urgent demand or corrective measures have already created. My full sympathy with the object of safety first has been enlisted, and in accepting the presidency of the Safety First Federation of America, it is my hope and desire to further the work that means true economy—conservation of life and property."

The federation with headquarters in New York was organized at a convention held only two months ago, attended by delegates from fourteen states representing some of the most

important cities in this country. All of the officers, with the exception of the president, were chosen at that time, this office being left open to be filled at a later date, and a special committee was appointed to select a man of national repute.

Officers of Association.
In addition to President Kingsley, the officers of the federation comprise the following: First vice president, Harold W. Newman, commissioner of public safety, New Orleans, La.; second vice president, Charles M. Talbert, director of streets, St. Louis, Mo.; third vice president, John Gillespie, police commissioner, Detroit, Mich.; fourth vice president, Job H. Lippincott, chairman, New Jersey traffic commission, Trenton, N. J.; treasurer, Charles L. Bernheimer, New York; executive secretary, Frederick H. Elliott, New York; executive committee, Jefferson DeMont Thompson, chairman, New York; Darwin P. Kingsley, New York; Harold W. Newman, New Orleans, La.; Charles M. Talbert, St. Louis, Mo.; John Gillespie, Detroit, Mich.; Charles L. Bernheimer, New York; Edgar D. Thompson, this city; Lawrence B. Brooks, Boston, Mass.; and Frederick H. Elliott, New York.

"Ted" Johnson in Town.

"Ted" Johnston, formerly branch manager for the Buick Motor Company, but now manager of the Philadelphia branch of the Oakland Motor Company, spent a couple of days in the National Capital last week in the interest of the Oakland line.

Maxwell "25" Deliveries.

1915 Maxwell "25" touring cars were delivered during the past week as follows: J. H. Carter, George C. Pumphrey, a roadster to N. S. Schroeder and a cabriolet to R. S. Hudson of the British embassy.

FIVE CARLOADS

of **Ford** Cars
Daily

Those who have ordered Ford cars can now be assured of early delivery of their cars. Shipments are being received daily. Those who contemplate purchasing cars will do well to get their orders in at once if they wish to get their cars soon. Deliveries will be possible in from two to three weeks.

The \$50 Rebate

Will only be paid to those who actually get their cars before August 1. In order to be sure of getting a car prior to the expiration of the rebate offer it will be advisable to get an order on file at once. This notice is given because of false rumors which are now in circulation.

To Get the Rebate Order Now.

Miller Bros. Auto & Supply House
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WHY Would Any One Pay From \$1,200 to \$1,300 for a Four or Six Cylinder Car of Any Description

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An 8-Cylinder KING Sells for \$1,350?

One mile to 55 miles an hour on high. Any hill on high. Never have to shift gears. The only popular-priced 8-cylinder car built in America on which deliveries are being made and which is standing up after deliveries.

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ANNOUNCEMENT

The Buick Line For 1916 Will Be

Sixes Exclusively

Model D 44-Roadster . . . \$980 Model D 54-Roadster . . \$1,490
Model D 45-Touring Car, \$1,015 Model D 55-Touring Car, \$1,525

Delivered in Washington.

Model 45 Touring Car Is Now on Exhibition in Our Salesroom

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